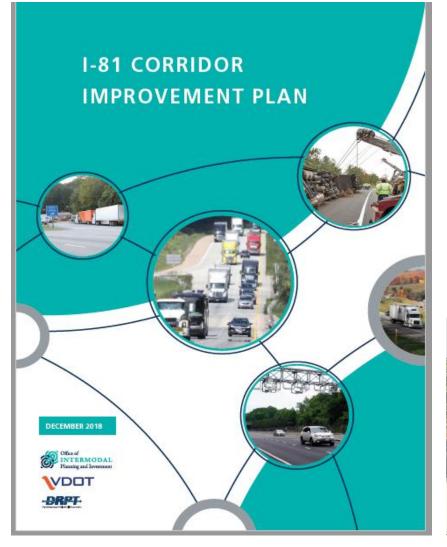






Dave Covington, PE I-81 Program Delivery Director

I-81 Improvement Plan Overview







Public Outreach

12 Public Input Meetings

5 CTB Updates

2,000 + Comments from the Public

950 + Meeting Attendees

Public Input Meetings – Seeking Feedback

- June: Identified problems; safety, congestion, and other issues
- August: Proposed targeted solutions and potential funding options
- October: Prioritized solutions and identified potential funding options and economic impacts



I-81 Operational Improvements Plan Summary

| Improvement | Estimated Implementation Cost | Estimated Annual O&M Cost |
|----------------------------------|-------------------------------|---------------------------|
| Expand Traffic Cameras & CMS | \$10,750,000 | \$ 615,600 |
| Enhanced Safety Service Patrols | \$1,663,000 | \$1,744,200 |
| Contract Emergency Clearance | \$3,500,000 | \$3,591,000 |
| Parallel facilities Improvements | \$27,100,000 | |
| TOTAL | \$43,000,000 | \$5,950,800 |







I-81 Operational Improvements Plan Summary

1. Cameras

- 51 new cameras
- Completion Spring 2020

2. Changeable Message Signs

- 31 new changeable message signs (8 feeder routes, 23 mainline)
- Under contract by early 2020.
- 3. Flashing and Static Chevrons
 - 8 locations
 - Completed Winter 2019







I-81 Operational Improvements Plan Summary

- 4. Safety Service Patrol (SSP)
 - 4 new routes, several routes expanded
 - 18 additional patrol trucks added for expanded operations
 - Service hours increased from 7 day x 12 hr. coverage to 7 day x 16 hr.
- 5. I-81 detour plans completed & distributed
- 6. Operational Planning Activities
 - Emergency Lane Clearance Improvements
 - Improvements along detour routes (Signal operations, minor geometric improvements at intersections, traffic re-entry strategies)
 - Traffic Operations Center staffing increase
- 7. Truck Parking Study Formation of a Task Force (VTRC lead)
- 8. Speed Enforcement Formation of a Task Force



I-81 Capital Improvements Plan Summary

| | | | | Num | ber of | Project | s by Ty | /pe | | |
|---|------|----------|--------|----------|---------|---------|---------|----------|-----------------------|----|
| District | Wide | Auxilias | muk C. | Arceles. | Deceler | Guve L. | Shoulde | Total A. | Total Cost (millions) | S. |
| Bristol District | 1 | 3 | 3 | 6 | 10 | 4 | 0 | 27 | \$285.2 | |
| Salem District | 4 | 0 | 0 | 4 | 2 | 3 | 0 | 13 | \$875.3 | |
| Staunton District | 4 | 1 | 2 | 10 | 4 | 1 | 1 | 23 | \$838.1 | |
| Total I-81 Corridor Number of Improvements | 9 | 4 | 5 | 20 | 16 | 8 | 1 | 63 | \$1,998.8 | |



| | | | | | | | SMART SCALE | Risk and | | SMART | | | | Estimated Project Development and Delivery Timeline (using D/R/B as schedule) | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|----------|---|---------------------|--------------------|---|------------------------|----------------------|-------------------|----------------|------------------|---------------------------|----------------------|--------------------|---|-----|-------------|---------|----------|---------|------|-----|-----|-----|------|------|-----|----------|-----|----------|--------|-------|--------|-----|------|------|------|------|
| Mile Marker | District | Jurisdiction | Study Project ID | Direction | Improvement Description | Hybrid Priorization | Benefit/Mile Rank | Readiness Rank | VDOT | SCALE Benefit | Proposed Environmental | Proposed Delivery | Order of Magnitude | 2010 | 20 | 0 2021 | 202 | n [- | 2022 | 2024 | | | | | | | | | | | | 2024 2 | nac | 2026 | 2027 | 2020 | 2020 |
| From To | | | - | Both | | Rank | (25%) | (15%) | Input (60%) | Rank | Document Type | Method | Estimate Range | 2019 | 20. | 0 2021 | 202 | 2 . | 2023 | 2024 | 202 | 5 2 | 026 | 2027 | 2028 | 20. | 29 20. | 20. | 31 4 | 032 20 | U33 . | 2034 2 | | 2036 | 2037 | 2038 | 2039 |
| 313.8 317.5 | | Frederick County/ Winchester | 63 | Directions | Exit 313 - 317 Winchester Widening | 41 | 29 | 40 | 4 | 9 | CE | D/B | \$204M - \$268M | Ш | Щ | Щ | Ш | Ш | Ш | | Ш | Ш | Ш | Ш | | Ш | | | | | | | | | Ш | | |
| 302.5 302.9 | | Frederick County Shenandoah County / | 47 | | Exit 302 NB Accel Extension ¹ | 3 | 30 | 10 | 1 | 17 | PCE | D/B/B | \$2M - \$3M | Ш | Ш | 4 | Ш | Ш | Ш | | | Ш | Ш | | | ш | | ш | ш | | Ш | | Ш | ш | Ш | | |
| 299.2 295.7 | | Warren County / Frederick | 50 | | Exit 299 - 296 SB Widening | 7 | 33 | 9 | 2 | 5 | CE | D/B/B | \$117M - \$171M | | Ш | | | _ | | | | | - | Ш | | | | ш | Ш | | | | Ш | ш | Ш | | |
| 296.7 296.3 | | Shenandoah County | 51 | | Exit 296 SB Accel Extension ¹ | 11 | 22 | 38 | 2 | 33 | PCE | D/B/B | \$1M - \$2M | | Ш | Ц_ | | Ш | Ш | | Ш | Ш | Ш | Ш | | ш | Ш | ш | Ш | Ш | Ш | | Ш | Ш | Ш | | |
| 290.6 291.1 | | Shenandoah County | 46 | NB only | Exit 291 NB Accel Extension ¹ | 12 | 4 | 37 | 2 | 18 | PCE | D/B/B | \$3M - \$5M | Ш | Ш | | | Щ | Ш | | ш | Ш | Ш | ш | | ш | | ш | ш | ш | Ш | | Ш | ш | Ш | | |
| 279.2 278.7 | Staunton | Shenandoah County Rockingham County/ | 53 | SB only Both | Exit 279 SB Accel Extension ¹ | 18 | 13 | 13 | 1 | 30 | PCE | D/B/B | \$2M - \$3M | Ш | | ᆛ | Ш | | | Ш | Ш | Ш | Ш | Щ | | ш | Ш | ш | ш | ш | ш | | Ш | ш | Ш | | |
| 242.2 248.1 | Staunton | Harrisonburg | 62 | Directions | Exit 243 - 248 Harrisonburg Widening | 40 | 28 | 43 | 4 | 7 | CE | D/B | \$271M - \$362M | | | | , | | | | | _ | | | | | Ш | | Ш | ш | | | Ш | ш | Ш | | |
| 236.5 234.6 | Staunton | Augusta County | 55 | SB only | Weyers Cave SB Truck Climbing Lane 1 | 29 | 31 | 6 | 3 | 12 | CE | D/B/B | \$29M - \$39M | Ш | L | | | Ц, | Ц, | | | | | | | ш | Ш | Ш | Ш | Ш | Ш | | Ш | ш | Ш | | |
| 233.3 237.4 | | Augusta County/ Rockingham County | 44 | NB only | Weyers Cave NB Truck Climbing Lane 1 | 25 | 7 | 12 | 3 | 8 | CE | D/B/B | \$100M - \$148M | Ш | Ш | | | \dashv | 4 | | | | | | | ш | Ш | Ш, | Ш | | Щ | | Ш | ш | Ш | | |
| 232.9 232.7 | Staunton | Augusta County | 56 | SB only | Mt. Sidney Rest Area SB Decel Extension ¹ | 4 | 1 | 33 | 2 | 26 | PCE | D/B/B | \$4M - \$5M | Ш | | | Ш | ш | Ш | | Ш | Ш | Ш | Ш | | Ш | <u> </u> | | _ | | 4 | | Ш | ш | Ш | | |
| 232.5 231.9 | Staunton | Augusta County | 57 | SB only | Mt. Sidney Rest Area SB Accel Extension ¹ | 10 | 18 | 15 | 2 | 28 | PCE | D/B/B | \$1M - \$8M | | | | Ш | Ш | Ш | | Ш | Ш | Ш | Ш | | | | | | | 4 | | Ш | ш | Ш | | |
| 232.4 232.8 | | Augusta County | 43 | | Mt. Sidney Rest Area NB Accel Extension ¹ | 15 | 17 | 11 | 2 | 21 | PCE | D/B/B | S4M - \$9M | Ш | | | | Щ | Ш | | | Ш | Ш | Ш | | Ш | | | | | Ш | | Ш | ш | Ш | | |
| 221.8 225.3 | Staunton | Augusta County/ Staunton | 61 | Both Directions | Exit 221 - 225 Staunton Widening | 8 | 9 | 46 | 2 | 10 | CE | D/B/B | \$140M - \$212M | Ш | L | | | Ļ | <u></u> | | | | | Ш | | ш | | ш | Ш | ш | Ш | | Ш | ш | Ш | | |
| 221.5 221.2 | Staunton | Augusta County | 58 | SB only | Exit 221 - 220 SB Auxiliary Lane | 24 | 36 | 29 | 3 | 14 | CE | D/B/B | \$14M - \$23M | | | | , | | 4 | | | Щ | Ш | Ш | | | | Ш | Ш | | Ш | | Ш | | Ш | | |
| 205.2 204.7 | Staunton | Rockbridge County | 59 | SB only | Exit 205 SB Accel Extension ² | 13 | 10 | 42 | 1 | 19 | PCE | D/B/B | \$3M - \$5M | | | | | 4 | | | Ш | | | | | | Ш | | Ш | | | | | | | | |
| 204.5 195.1 | Staunton | Rockbridge County | 60 | SB Only | Rockbridge County Shoulder Improvements | 48 | 15 | 45 | 4 | 11 | CE | D/B/B | \$77M - \$111M | Ш | | | Ш | Ш | Ш | | Ш | Ш | Ш | Ш | | | <u> </u> | | | | | | | Ш | Ш | | |
| 189 189.4 | Staunton | Rockbridge County | 41 | NB only | Exit 188 NB Accel Extension | 19 | 6 | 39 | 1 | 44 | PCE | D/B/B | \$2M - \$3M | | | | Ш | ш | Ш | | Ш | Ш | Ш | Ш | | Ш | Щ | | Щ | | Ш | | Ш | ш | Ш | | |
| 162.4 162.9 | Salem | Buchanan / Botetourt County | 33 | NB only | Extend acceleration lane | 16 | 32 | 4 | 2 | 29 | PCE | D/B/B | \$5M - \$8M | | | | | | Ш | | Ш | Ш | Ш | | | | | Щ. | \dashv | | | | Ш | | Ш | | |
| 158.4 158.2 | Salem | Botetourt County | 36 | SB only | Extend Troutville Safety Rest Area deceleration lane | 9 | 20 | 2 | 1 | 34 | PCE | D/B/B | \$1M - \$2M | | Щ | | | | 4 | | Ш | Ш | Ш | Ш | | | | | | | | | Ш | | Ш | | |
| 158 157.2 | Salem | Botetourt County | 37 | SB only | Extend Troutville Safety Rest Area acceleration lane | 14 | 21 | 18 | 1 | 16 | PCE | D/B/B | \$8M - \$12M | | | | | | | | | Ш | Ш | | | | | | | | | | Ш | | Ш | | |
| 144.2 151.3 | Salem | Roanoke / Roanoke County | 40 | Both Directions | Widen to three lanes between MM 144 and Exit 150 | 32 | 16 | 23 | 3 | 6 | EA | D/B/B | \$322M - \$476M | | | | | | | | | | | | | | | | | | | | Ш | | Ш | | |
| 139 141 | Salem | Salem / Roanoke County | 39B | Both Directions | Widen to three lanes between Exit 140 and Exit 141 | . 30 | 19 | 44 | 3 | 4 | EA | D/B/B | \$117M - \$274M | | | | <u></u> | _ | | | | | Ш | Щ | | | | | | | | | Ш | | Ш | | |
| 136 139 | Salem | Salem / Roanoke County | 39A | Both Directions | Widen to three lanes between Exit 137 and Exit 140 | 31 | 43 | 14 | 3 | 3 | EA | D/B/B | \$174M - \$238M | | | | | | | | | | | | | | | | | | | | Ш | | | | |
| 128.4 137.1 | Salem | Montgomery County / Roanoke County / Salem | 32 | NB only | Widen to three lanes from Exit 128 to Exit 137 (136) | 42 | 11 | 47 | 4 | 2 | CE | D/B/B | \$241M - \$302M | | | | | Ш | Ш | | | | Ш | | | | | | | | | | | | | | |
| 116.2 128.4 | Salem | Christiansburg / Montgomery County | 31 | NB only | Widen to three lanes from MM116 to Exit 128 | 43 | 14 | 48 | 4 | 1 | CE | D/B | \$215M - \$260M | | | | | | | | Ш | Ш | Ш | Ш | | | | | | | | L., | | | | | |
| 105.5 106 | Salem | Radford / Montgomery County | 30 | NB only | Extend acceleration lane | 22 | 34 | 26 | 2 | 32 | PCE | D/B/B | \$10M - \$11M | | | | | | | | | | Ш | | | | | | | | | | Ш | | | | |
| 94.2 93.7 | Salem | Pulaski / Pulaski County | 38 | SB only | Extend acceleration lane | 17 | 39 | 8 | 2 | 37 | PCE | D/B/B | \$3M - \$7M | | | | | | Ш | | Ш | Ш | Ш | | | | | | | | | | Ш | | | | |
| 84.3 84.5 | Bristol | Wythe County | 12 | SB only | Extend deceleration lane | 33 | 47 | 1 | 3 | 47 | PCE | D/B/B | \$3M - \$5M | | | | | | Ш | | Ш | Ш | Ш | Ш | | | | | | | | | Ш | | Ш | | |
| 81.7 81.9 | Bristol | Wythe County | 13 | SB only | Extend deceleration lane | 45 | 25 | 32 | 4 | 38 | CE | D/B/B | \$14M - \$16M | | | | | | | | | | Ш | | | | <u> </u> | | Ļ | | | | Ш | | | | |
| 73.2 73.8 | Bristol | Wytheville | 14 | SB only | Add auxiliary lane between Exit 73 and Exit 72 | 36 | 38 | 31 | 3 | 31 | CE | D/B/B | \$19M - \$29M | | | | | | | | | Ш | Ш | | | | | | 1 | | | | Ш | | | | |
| 73 42.9 | Bristol | Wytheville | 11 | NB only | Extend I-77 decleration lane and reconfigure off- ramp 1,2 | 23 | 46 | 30 | 2 | 39 | CE | D/B/B | \$22M - \$39M | | | | | 4 | | | Ш | Ш | Ш | | Щ | | | | | | | | Ш | | Ш | | |
| 72.7 72.9 | Bristol | Wytheville | 10 | NB only | Extend deceleration lane | 47 | 44 | 28 | 4 | 45 | CE | D/B/B | \$34M - \$39M | | | | | | Ш | | | | Ш | | | | | | | | | | Ш | | Ш | | |
| 67.3 67.4 | Bristol | Wytheville | 8 | NB only | Extend deceleration lane | 26 | 26 | 3 | 3 | 41 | PCE | D/B/B | \$3M - \$4M | | | | | | | | | | Ш | | | | | | | | | | Ш | | | | |
| 54.1 54.4 | Bristol | Smyth County | 15 | SB only | Add auxiliary lane between Exit 54 and Smyth Safety Rest Area | 28 | 27 | 36 | 3 | 36 | CE | D/B/B | \$5M - \$8M | | | | | | | Ш | | Ш | Ш | | | | | | | | | | Ш | | | | |
| 48.1 48.9 | Bristol | Marion / Smyth County | 7 | NB only | Extend acceleration lane | 6 | 8 | 25 | 1 | 13 | CE | D/B/B | \$19M - \$34M | | | | | Ţ | | | | | | | | | | | | | | | Ш | | | | |
| 47.4 47.6 | Bristol | Marion / Smyth County | 16 | SB only | Extend acceleration lane | 46 | 41 | 22 | 3 | 42 | PCE | D/B/B | \$4M - \$5M | | | | | | | | | | | | | | | | | | | | | | | | |
| 45.5 45.6 | Bristol | Marion / Smyth County | 6 | NB only | Extend deceleration lane | 27 | 24 | 19 | 3 | 40 | PCE | D/B | \$22M - \$27M | | | | | | | | | | | | | | | | Ц, | | | | | | | | |
| 42.8 43 | Bristol | Marion / Smyth County | 17 | SB only | Extend acceleration lane | 2 | 5 | 16 | 2 | 20 | PCE | D/B/B | \$4M - \$6M | | | | | Ц | | | | | | | | | | | | | Щ | | | | | | |
| 41.6 41.8 | Bristol | Wythe County | 18 | SB only | Add auxiliary lane between Exit 40 on I-77 and Exit 72 on I-81 and extend acceleration lane 12 | 38 | 12 | 27 | 4 | 25 | CE | D/B/B | \$31M - \$40M | | | | Ш | Ц | | | Ш | | Ш | | L | | | | 4 | | | | Ш | | | | |
| 39.5 40.6 | Bristol | Chilhowie / Smyth County | 4 | NB only | Add truck climbing lane | 35 | 42 | 24 | 3 | 35 | CE | D/B/B | \$21M - \$33M | | | | | 1 | | | Ш | | Ш | | | | | | | | | | | Ш | | | |
| 39.4 39.5 | Bristol | Smyth County | 19 | SB only | Extend deceleration lane ¹ | 5 | 3 | 21 | 2 | 27 | PCE | D/B/B | \$1M - \$2M | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.9 39 | Bristol | Smyth County | 5 | NB only | Extend deceleration lane ¹ | 37 | 40 | 35 | 3 | 43 | PCE | D/B/B | \$2M - \$3M | | | | | | | | | | | | | | | | | | | | | | | | |
| 38.7 38.9 | Bristol | Smyth County | 20 | SB only | Extend acceleration lane | 39 | 48 | 41 | 3 | 48 | CE | D/B/B | S6M - \$10M | | | | | Ļ | | | | | | | | | | | | | | | | | | | |
| 34 33 | Bristol | Washington County | 21 | SB only | Add truck climbing lane ¹ | 21 | 37 | 20 | 2 | 23 | CE | D/B/B | \$18M - \$26M | | | | | Ţ | | | | | | | | | | | | | | | | | | | |
| 32.4 33.5 | Bristol | Chilhowie / Washington County | 3 | NB only | Add truck climbing lane 1 | 20 | 35 | 17 | 2 | 22 | CE | D/B/B | \$23M - \$36M | | | | | 1 | | | | | | | | | | | | | | | | | | | |
| 19.2 19.3 | Bristol | Abingdon / Washington County | 2 | NB only | Extend deceleration lane ² | 34 | 45 | 5 | 3 | 46 | PCE | D/B/B | S2M - S4M | | | | | Ц | | | | | Ш | | | | | | | | | | | | | | |
| 16.6 16.7 | Bristol | Abingdon | 26 | SB only | Extend acceleration lane ² | 1 | 2 | 7 | 1 | 24 | PCE | D/B/B | \$3M - \$4M | | | | | | Ш | | | | | | | | | | | | | | | | | | |
| 8.1 9.7 | Bristol | Bristol / Washington County | 27 | SB only | Widen to three lanes | 44 | 23 | 34 | 4 | 15 | CE | D/B/B | \$37M - \$62M | | | | | I | | | | | | | | | | | | | | | | | | | |
| | | | | | • | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

- Pay-as-you-go scenario
- 19 year delivery
- Notice the project "gap."
- Project schedule is preliminary and subject to change.

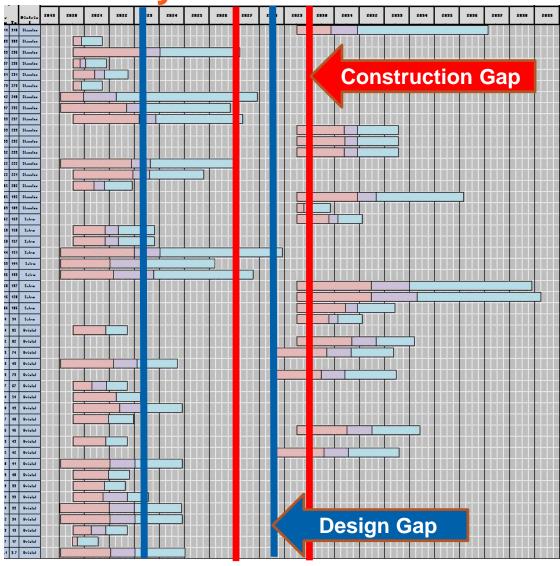


| Mathematical Registration Property State Property S | | | | | | | | | | | | | | | | | | | | | | | | _ | _ | | _ | | | | | | | | | |
|--|-------------|-------------------------|-------|----------|------------|--|--------------|-------------|------|-------|---------|---------------|----------------------|---|---------|----------|------|----------|------|-----|-------|---------|---|---------|---------|------------|---------|-----------|----------|-----------|------|------|------|------|------|------|
| Part | | | s | Study | | | | SMART SCALE | | | | | | | <u></u> | | | | | | Esti | mated F | roject De | evelopr | nent an | d Delivery | Timelin | ne (usine | D/B/B | as schedi | ıle) | | | | | |
| Mathematical Content | | trict Jurisdiction | | | Direction | Improvement Description | Priorization | Rank | Rank | Input | Benefit | Environmental | Proposed Delivery | Order of Magnitude | 2019 | 2020 | 2021 | 2022 | 2023 | 202 | 4 202 | 25 2 | 026 2 | 027 | 2028 | 2029 | 2030 | 2031 | 2032 | 2033 | 2034 | 2035 | 2036 | 2037 | 2038 | 2039 |
| 19 19 19 19 19 19 19 19 | | . Frederick County | | | Both | | | | | | | | Method | | | - | | | - | | +- | + | | | | | | - | <u> </u> | - | - | + | - | | - | |
| Page Control | | Winchester | | | Directions | | | | | | | | | | | | | | | | | | | - | - | | - | - | | | | | | | | |
| Second Control Contr | | Sharandark Court | | | | | | | | | | | | | | - | | Ш | ш | ш | | Ш | щ | ₩ | ш | | | | - | | | | | | | |
| The color | | warren county / Fred | erick | | | | | | | | | | | - | | - | | | | | | | | Ш | ш | | ш | | | | | | | | | |
| 20.2 | | | _ | | | | | | | | | | | | | Щ | | Щ. | | | ш | ш | | Ш | ш | | | | | | | | | | | |
| No. Control | | | , | | | | | - | | | | | | | | <u> </u> | 4 | - | | | Ш | Ш | | Ш | Ш | | ш | | | Ш | | | | ш | | |
| Column C | | | , | | , | | | | | | | | | | | Щ | | Ш | | | Ш | Ш | Щ | Щ | Ш | | ш | | | ш | | ш | | | | |
| 232 232 Savatra August County 4 16 any Neyer Care 18 Tool Creating Law 1 23 2 24 PKZ 10 10 10 10 10 10 10 1 | | Harrisonburg | | _ | Directions | Exit 243 - 248 Harrisonburg Widening | | | | | - | | | | Ļ | | | <u>_</u> | | | | | -,- | 4 | Ш | | ш | | | Ш | | | | | | |
| 2013 2017 Statem Pages County 44 Million Welver County Education 25 7 13 3 1 CR CR CR CR CR CR CR | | | _ | | | Weyers Cave SB Truck Climbing Lane 1 | | | | | | | | | | | | | | ,- | | | Щ | Ш | ш | | ш | | | | | ш | | | | |
| 212 213 District August County 37 38 of y 40 500m Nat Avan Education 1 1 1 1 1 1 2 21 1 | | Rockingham Coun | У | | NB only | Weyers Cave NB Truck Climbing Lane ¹ | 25 | 7 | 12 | 3 | 8 | CE | D/B/B | \$100M - \$148M | | | | | 1- | Ļ | | | | Ш | ш | ш | Ш | | | | | ш | | | | |
| 221 232 38 metros Augusta County 41 No Book 45 Book 662 23 25 25 25 25 25 25 2 | | | | 56 | SB only | Mt. Sidney Rest Area SB Decel Extension ¹ | 4 | 1 | 33 | 2 | 26 | PCE | D/B/B | S4M - S5M | | | ш | | Ļ | _ | _ | 4 | | Ш | | ш | Ш | | ш | | | ш | | | | |
| Part | 231.9 Staum | unton Augusta County | | 57 | SB only | Mt. Sidney Rest Area SB Accel Extension ¹ | 10 | 18 | 15 | 2 | 28 | PCE | D/B/B | \$1M - \$8M | | Ш | | | | | | 4 | | Ш | Ш | Ш | | | | | | | | | | |
| | 232.8 Staum | | | 43 | | Mt. Sidney Rest Area NB Accel Extension ¹ | 15 | 17 | 11 | 2 | 21 | PCE | D/B/B | \$4M - \$9M | | | | | | | | 4 | | Ш | | Ш | Ш | | | | | | | | | |
| 252 267 Stantistic Routine Courty 59 58 ent 50 50 50 50 50 50 50 5 | 225.3 Staum | | | 61 | | Exit 221 - 225 Staunton Widening | 8 | 9 | 46 | 2 | 10 | CE | D/B/B | \$140M - \$212M | | | | | | | | | | Ш | Ш | | | | | | | | | | | |
| 2015 2016 | 221.2 Staum | unton Augusta County | | 58 | SB only | Exit 221 - 220 SB Auxiliary Lane | 24 | 36 | 29 | 3 | 14 | CE | D/B/B | \$14M - \$23M | | | | | | | | Щ | | Ш | Ш | | | | | | | | | | | |
| 189 189 A Staurton Rockbardge County 41 180 los) Ext 18 NB Actel Elevation 19 6 39 1 44 PCE D/V/R 53M - 53M | 204.7 Staum | unton Rockbridge Count | y | 59 | SB only | Exit 205 SB Accel Extension ² | 13 | 10 | 42 | 1 | 19 | PCE | D/B/B | \$3M - \$5M | | | Ш, | | | | | | | Ш | | Ш | | | | | | | | | | |
| 152-2 Salem Bortomort County 35 N8 only Series Tournal Safety Find Pres decideration law 9 20 2 1 34 PEE 0/8/8 SSM - SSM | 195.1 Staum | unton Rockbridge Count | y | 60 | SB Only | Rockbridge County Shoulder Improvements | 48 | 15 | 45 | 4 | 11 | CE | D/B/B | \$77M - \$111M | | | | | | | | Ļ | Ц | | | | | | | | | | | | | |
| 1544 1542 5459 5469 5560 | 189.4 Staum | unton Rockbridge Count | У | 41 | NB only | Exit 188 NB Accel Extension | 19 | 6 | 39 | 1 | 44 | PCE | D/B/B | \$2M - \$3M | | | | | | | | | | | | | Ш | | | | | | | | | |
| 1554 1552 Salem Boststort County 36 So only Extend Trouvallis Safety Rest Area Societismon law 9 20 2 1 34 PEE 10/8/8 53M - 53M 1557 Salem Boststort County 37 So only Extend Trouvallis Safety Rest Area Societismon law 4 21 18 1 16 PEE 10/8/8 53M - 53M 150M | 162.9 Saler | | | 33 | NB only | Extend acceleration lane | 16 | 32 | 4 | 2 | 29 | PCE | D/B/B | \$5M - \$8M | | | | | | | | | | | | | Ш | | | | | | | | | |
| 1442 1513 Salem Recorded Country 40 Directions 150 Dir | 158.2 Saler | | | 36 | SB only | Extend Troutville Safety Rest Area deceleration lane | 9 | 20 | 2 | 1 | 34 | PCE | D/B/B | \$1M - \$2M | | | | | | | | Ш | | Ш | Ш | | Ш | | | | | | | | | |
| 139 134 134m 13 | 157.2 Saler | lem Botetourt Count | | 37 | SB only | Extend Troutville Safety Rest Area acceleration lane | 14 | 21 | 18 | 1 | 16 | PCE | D/B/B | S8M - S12M | | | | | | | П | Ш | | | | | Ш | | | | | | | | | |
| 13 14 Salem Salem Raanoka County 398 Both Directions Salem Raanoka County 39A Both Directions Salem Raanoka County 39A Both Directions Salem Raanoka County 39A Directions Salem Raanoka County 39A Directions Salem Raanoka County 39A Salem Salem Raanoka County Salem Salem Raanoka County Salem Salem Raanoka County Salem Salem Raanoka County Salem Salem Salem Raanoka County Salem | 151.3 Saler | | | 40 | | | 32 | 16 | 23 | 3 | 6 | EA | D/B/B | \$322M - \$476M | | | | | | | | | | | | | Ш | | | | | | | | | |
| 136 138 Salem Roamoka County 250 Both Directions County 130 Both Directions County 130 Roamoka County 130 | 141 Saler | | inty | 39B | Both | Widen to three lanes between Exit 140 and Exit 141 | 30 | 19 | 44 | 3 | 4 | EA | D/B/B | \$117M - \$274M | | | | | Т | | | | | Ш | | | Ш | | | | | | | | | |
| 128.4 137.1 Salem Montgemery County 32 NB only Widen to three lines from Ent 128 to Ent 137 42 11 47 4 2 CE D/8/8 S24LM - S002M | 139 Saler | ilem Salem / Roanoke Co | inty | 39A | Both | Widen to three lanes between Exit 137 and Exit 140 | 31 | 43 | 14 | 3 | 3 | EA | D/B/B | \$174M - \$238M | i i | | | | | | | | | | Ш | | Ш | | | | | | | | | |
| 1162 1284 Salem Christianolus No only Widen to three lanes from MM116 to Exit 128 43 14 48 4 1 CE D/B S215M - S266M | 137.1 Sale | | | 32 | | | 42 | 11 | 47 | 4 | 2 | CE | D/B/B | \$241M - \$302M | | | | | | | | | | | | | | | | 1 | | | | | | |
| 105.5 106 Salem Radford / Mortgomery 30 N8 only Extend acceleration lane 22 34 26 2 32 PCE 0/8/8 \$10M - \$11M 94.2 93.7 Salem Pulaski / Pulaski / 38 Se only Extend acceleration lane 17 39 8 2 37 PCE 0/8/8 \$3M - \$7M 84.3 84.5 Brizzol Wythe Country 12 S8 only Extend acceleration lane 33 47 1 3 47 PCE 0/8/8 \$3M - \$5M 81.7 81.9 Brizzol Wythe Country 13 SE only Extend deceleration lane 45 25 32 4 38 CE 0/8/8 \$14M - \$16M 7.32 7.38 Brizzol Wytherille 14 S8 only Statend acceleration lane 36 38 31 3 1 CE 0/8/8 \$15M - \$25M 7.34 42.9 Brizzol Wytherille 11 N8 only Extend deceleration lane and reconfigure off- 27.7 7.9 Brizzol Wytherille 8 N8 only Statend State | 128.4 Saler | . Christiansburg / | | 31 | NB only | | 43 | 14 | 48 | 4 | 1 | CE | D/B | \$215M - \$260M | | Ш | | | Ιř | | | | | | П | | | | | 1 | | | | | | |
| 94.2 93.7 Salem Pusaki County 12 So only Extend acceleration lane 17 39 8 2 37 PCE 0/8/8 53M - 57M | 106 Saler | Radford / Montgon | | 30 | NB only | Extend acceleration lane | 22 | 34 | 26 | 2 | 32 | PCE | D/B/B | \$10M - \$11M | | | ш | | Ιř | | | T | | 1 | | | | | | Т | | | | | | |
| 84.3 84.5 Bristol Wythe County 12 58 only Extend deceivation lane 33 47 1 3 47 PCE 0/8/8 53M - 55M 81.7 81.9 Bristol Wythe County 13 58 only Extend deceivation lane 45 25 32 4 38 CE 0/8/8 514M - 516M 73.2 73.8 Bristol Wytheville 14 S8 only Add availarly lane between Exit 73 and Exit 72 36 38 31 3 31 CE 0/8/8 519M - 529M 73.4 42.9 Bristol Wytheville 11 N8 only Extend deceivation lane and recordings off- 23 67.4 Bristol Wytheville 8 N8 only Extend deceivation lane 25 26 3 3 3 41 PCE 0/8/8 53M - 53M 84.5 Bristol Wytheville 15 N8 only Extend deceivation lane 25 26 3 3 3 41 PCE 0/8/8 53M - 53M 84.5 Bristol Wytheville 8 N8 only Extend deceivation lane 25 26 26 3 3 3 41 PCE 0/8/8 53M - 54M 84.1 54.4 Bristol Smyth County 15 S8 only Extend deceivation lane 26 26 27 36 3 36 CE 0/8/8 55M - 58M 84.2 Bristol Marion / Smyth County 7 N8 only Extend acceleration lane 46 41 22 3 42 PCE 0/8/8 54M - 55M | 93.7 Saler | lem Pulaski / | | 38 | SB only | Extend acceleration lane | 17 | 39 | 8 | 2 | 37 | PCE | D/B/B | \$3M - \$7M | | | ш | | ١ř | | T | 7 | | | Ш | ш | Ш | | | | | | | | | |
| 73.2 73.8 Bristol Wytheville 14 S8 only Add auxiliary lane between Exit 73 and Exit 72 36 38 31 3 31 CE 0/8/8 S19M - S29M | 84.5 Brist | | | 12 | SB only | Extend deceleration lane | 33 | 47 | 1 | 3 | 47 | PCE | D/B/B | \$3M - \$5M | | | | | | П | Т | П | | Ш | Ш | | Ш | | | | | | | | | |
| 73.2 73.8 Bristol Wytheville 14 S8 only Add auxiliary lane between Exit 73 and Exit 72 36 38 31 3 31 CE 0/8/8 S19M - S29M | | istol Wythe County | | | SB only | Extend deceleration lane | | 25 | | 4 | _ | | D/B/B | | | Т | | T | Г | | | | | | 1 | | ш | | | | | | | | | |
| 73 42.9 Bristol Wytheville 11 NB only Extend 377 deciration lane and reconfigure off- 23 46 30 2 39 CE 0/8/8 522M - 539M 72.7 72.9 Bristol Wytheville 10 NB only Extend deciration lane 47 44 28 4 45 CE 0/8/8 534M - 539M 67.3 67.4 Bristol Wytheville 8 NB only Extend deciration lane 26 26 3 3 41 PCE 0/8/8 534M - 539M 541 544 Bristol Smyth County 15 58 only Extend deciration lane 28 27 36 3 36 CE 0/8/8 539M - 54M 48.1 48.9 Bristol Marion/Smyth County 7 NB only Extend acceleration lane 6 8 25 1 13 CE 0/8/8 539M - 54M 47.4 47.6 Bristol Marion/Smyth County 16 58 only Extend acceleration lane 46 41 22 3 42 PCE 0/8/8 54M - 55M | | istol Wytheville | | 14 | SB only | Add auxiliary lane between Exit 73 and Exit 72 | 36 | 38 | 31 | 3 | 31 | CE | D/B/B | S19M - S29M | | | | | ۱ř | | | | | | 'n | | ш | | | | | | | | | |
| 72.7 72.9 Bristol Wytheville 10 No only Extend deceleration lane 47 44 28 4 45 CE 0/8/8 S34M - 539M | | istol Wytheville | | 11 | NB only | Extend I-77 decleration lane and reconfigure off- | 23 | 46 | 30 | 2 | 39 | CE | | S22M - S39M | i i | | | | | | | | | | - | | ш | | | | | | | | | |
| 673 67.4 Bristol Wytheville 8 NB only Extend deceleration lane 26 26 3 3 41 PCE 0/8/8 53M - 54M 54.1 54.4 Bristol Smyth County 15 58 only Sidery Rest Area 48.1 48.9 Bristol Marion / Smyth County 7 NB only Extend acceleration lane 6 8 25 1 13 CE 0/8/8 519M - 554M 47.4 47.6 Bristol Marion / Smyth County 16 58 only Extend acceleration lane 46 41 22 3 42 PCE 0/8/8 54M - 55M | | | _ | | | | | | | 4 | | | | | | | | | Ī | | | | | | | | | | - | | | | | | | |
| 54.1 54.4 Bristol Smyth County 15 S8 only Safety Rest Areas Safety Rest Areas Safety Rest Areas Collection Interest Collection | | istal Wytheville | | | | | 26 | | | 3 | | PCE | D/R/R | SSM = S4M | | | | - | | П | | т | | П | | | | | - | | | | | | | |
| Safety Rear Area | | | | - | | Add auxiliary lane between Exit 54 and Smyth | | | _ | | | | | | | | | | 5 | | | | | | | | | | | | Ш | | | | | |
| 47.4 47.6 Bristol Marion / Smyth County 16 S8 only Extend acceleration lane 46 41 22 3 42 PCE D/B/B S4M - S5M | | ,, | | | | | | | | | | | -7-7- | 7 7 | | | | Τ | | | | | | | | | | | | | Ш | | | | | |
| | | ,,,, | y | <i>'</i> | , | | | | | | - | | -,-,- | *************************************** | | | | | | | | | | | | | | | | | | | | | | |
| 45.5 45.6 Bristol Marion / Smyth County 6 NB only Extend deceleration lane 27 24 19 3 40 PCE D/B \$22M - \$27M | | | _ | | | | 27 | 24 | | | _ | PCE | | \$22M - \$27M | | | | | | | | | | | | | | | | | | | | | | |
| 42.8 43 Bristol Marion / Smyth County 17 S8 only Extend acceleration lane 2 5 16 2 20 PCE D/8/8 S4M - S6M | | | - | | | | | | _ | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4.5 4.5 Pirital White County 1.5 Seekly 1.5 | | | _ | | | | | | | | | | | | | | | | | | | ш | | | - | | ш | | - | | | | | - | | |
| 41.6 Gridio Vypine County 10 SO Unity 72 con 1-81 and extend acceleration line 13 SO 12 27 4 25 CC Upsyo 531m - 340m | | | _ | _ | | 72 on I-81 and extend acceleration lane 12 | | | | | | | | *************************************** | | ш | | ш | L | - | 7 | Н | Н | | | | - | | - | | | | | | | |
| | | ,,,, | | | , | | | | | | | | -7-7- | | | | | | | | | ш | | ## | ш | | | | ш | | | | | | | 4 |
| 39.4 39.5 Bristol Smyth County 19 S8 only Extend deceleration lane 1 5 3 21 2 27 PCE D/B/B S1M - S2M | | | | | | | | | | | | | | | | - | - | 7 | | | | | | | | | | | | | | | | | | |
| 38.9 39 Bristol Smyth Country 5 NB only Estend deceleration lane 37 40 35 3 49 PCE D/B/B 52M - 53M | | | | | | | | | | | | | | | | - | - | 4 | щ | | | | | | | | | | | | | | | | | |
| 38.7 38.9 Bristol Smyth Country 20 S8 only Estend acceleration lane 39 48 41 3 46 CE 0/8/8 56M - 510M | | | _ | | | | | | | | | | | | | | | | | Ш | | | | | | | | | | | Ш | | | | | |
| 34 33 Bristol Washington County 21 S8 only Add truck cimbing lane 21 37 20 2 23 CE D/B/B \$18M - \$26M | | Chilhausia / Mushim | | | | | | | | | | | -1-1- | ****** | | | | | | | | | | | | | | | | | | | | | | |
| 52.4 55.5 Bristol County 5 Ne only Add truck climbing lane 20 50 17 2 22 CE U/e/e 52.5M 53.6M | | County | | - | | | | | | _ | | | -1-1- | | | | | | | | | | | | | | | | | | | | | | | |
| 19.2 19.3 Bristol Ablingdon (Washington County 2 NB only Extend deceleration lame ² 34 45 5 3 46 PCE D/B/B S2M - S4M | | County | | - | | Extend deceleration lane ² | | | | | | | | | | <u>_</u> | | | | | | Ш | | Ш | | | | | | | | | | | | |
| 16.6 16.7 Bristol Abingson 26 S8 only Extend acceleration lane ² 1 2 7 1 24 PCE D/8/8 S3M - 54M | | | | | SB only | Extend acceleration lane ² | 1 | 2 | 7 | 1 | 24 | PCE | D/B/B | \$3M - \$4M | | L, | | Ш | Ш | | | | | | | | | | | | | | | | | |
| 8.1 5.7 Bristel Bristol / Waithington 27 58 only Widen to three laines 44 23 34 4 15 CE D/B/B 537M - 563M | | | n | 27 | SB only | Widen to three lanes | 44 | 23 | 34 | 4 | 15 | CE | D/B/B | \$37M - \$62M | | | | | | | | | | | | | | | | | | | | | | |

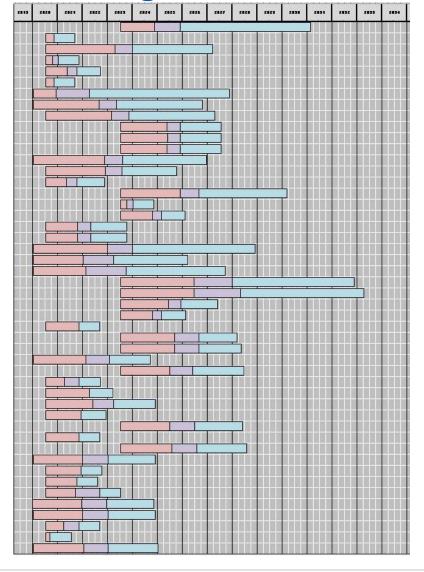
- Bonding scenario
- 13 year delivery
- Notice elimination of the project "gap."
- Project schedule is preliminary and subject to change.



Pay-Go Schedule



Bonding/TIFIA Schedule





- Yes, the text on the previous slides is too small. Download your own copy...
 - Visit the VA CTB website at <u>www.ctb.virginia.gov</u>
 - At the top, click on "Projects", then "Major Projects"
 - Select "I-81 Corridor Improvement Program"
 - Scroll down to "October 2019 Meeting in Natural Bridge"
 - Select "I-81 Study Project Prioritization"

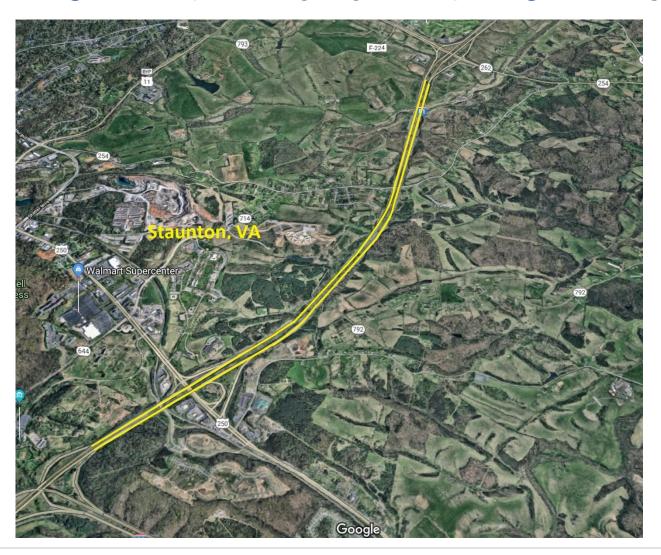


Staunton District Project Highlights

- Add southbound auxiliary lane between Exit 221 and Exit 220
- Widen northbound and southbound to three lanes between Exit 225 and Exit 221
- Add northbound truck climbing lane between MM 234 & 237.9
- Add southbound truck climbing lane between MM 238 & 235.6
- Widen northbound and southbound to three lanes between Exit 243 and Exit 248
- Widen southbound to three lanes between MM 300.1 and 296.7
- Widen northbound and southbound to three lanes between Exit 313 & Exit 317



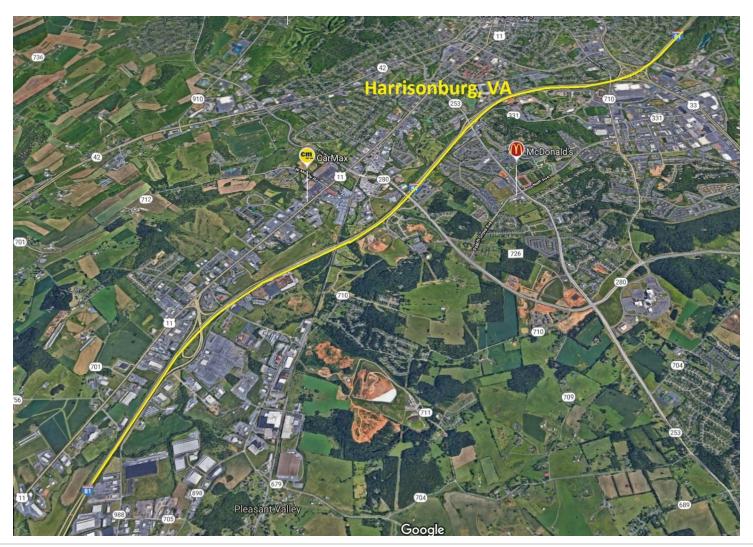
I-81 Exit 221 and Exit 225 – Widen to three lanes



- Through Staunton, VA
- Approximately 7 Lanemiles of widening
- Connects to System-System interchange with I-64
- Estimated value = \$140M
- Currently advertised for design



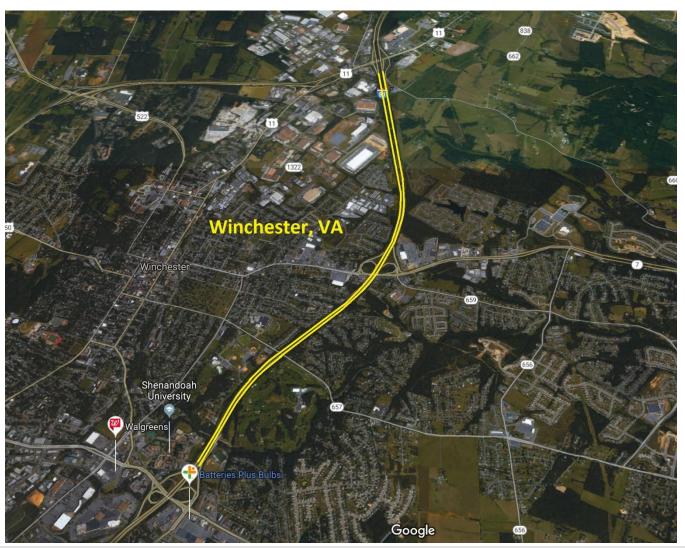
I-81 - Exit 243-248 - Widen to three lanes.



- Through Harrisonburg, VA
- Approximately 12 Lanemiles of widening
- Major interchange with Route 33
- James Madison
 University on both sides
 of I-81
- Estimated value = \$271M



I-81 – Exit 313-317 – Widen to three lanes.



- Through Winchester, VA
- Approximately 8 Lanemiles of widening
- Major interchanges at Routes 50, 7, and 11.
- Shenandoah University on both sides of I-81
- Estimated value = \$204M



Salem District Project Highlights

- Widen northbound to three lanes from MM 119 to Exit 128
- Widen northbound to three lanes from Exit 128 to Exit 137
- Widen northbound and southbound to three lanes from Exit 137 to Exit 141
 - Links up with SMART SCALE funded improvements from 141 to 143
- Widen northbound and southbound from MM 144 to Exit 150



I-81- MM 116 to MM 151- Widen to three lanes.



- From Christiansburg to Troutville
- 43.1 Lane-Miles of widening
- System-System interchange with I-581
- Estimated value = \$848M



Bristol District Project Highlights

- Widen southbound to three lanes between Exit 10 and Exit 7
- Add northbound truck climbing lane from Exit 32
- Add a southbound truck climbing lane between MM 34 and MM 33
- Add northbound truck climbing lane from Exit 39
- Add SB auxiliary lane between Exit 54 and Smyth Safety Rest Area
- Add SB auxiliary lane between Exit 40 on I-77 and Exit 72 on I-81 and extend acceleration lane
- Add SB auxiliary lane between Exit 73 and Exit 72



I-81— I-77 System-System Interchange Improvements

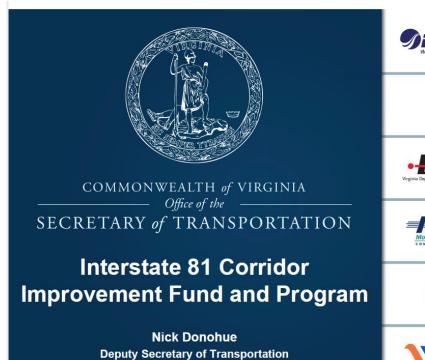


- Improve operational and safety characteristics of I-81/I-77 Interchange
- Major System-System Interchange.
- Three projects decal extension, ramp reconfiguration, auxiliary lane improvements
- Estimated value = \$75 M



Questions?





April 9, 2019













Governor Northam's Amendments

- Recommended 28 line amendments to both HB2718 (Landes and Austin) and SB1716 (Obenshain and Carrico)
 - Increase in statewide truck registration fees
 - Impose a 2.1% regional fuels tax along 81 corridor
 - Increase in statewide diesel and road taxes
 - Technical amendments
 - "Kill switch" provision
 - NVTA Technical amendments



Overview of Amendments

- Raises both statewide and regional revenues
- Statewide revenues are distributed based on of truck miles traveled on Interstate highways
 - 41.0% to Interstate 81 corridor
 - 17.9% to Interstate 95 corridor (outside NOVA)
 - 12.6% to Interstate 64 corridor
 - 9.1% to the Northern Virginia Transportation Authority
 - 19.4% for other improvements to Interstate highway corridors

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FY 2020 – 2025 Commonwealth Transportation Fund (CTF) Six-Year Financial Plan FY 2020 CTF and VDOT Budgets

Laura Farmer, Acting Chief Financial Officer

June 18, 2019



Revenue Estimates for Chapters 837/846 (HB 2718/SB 1716)

| (in millions) | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | TOTAL |
|-------------------------|---------|---------|---------|---------|---------|---------|-----------|
| Truck Registration Fees | \$76.0 | \$76.0 | \$76.0 | \$76.0 | \$76.0 | \$76.0 | \$456.0 |
| Road Tax and Diesel Tax | 35.8 | 88.3 | 156.2 | 159.4 | 156.0 | 158.2 | 753.9 |
| Regional Fuel Tax | 55.0 | 60.7 | 61.3 | 61.3 | 61.2 | 61.8 | 361.3 |
| TOTAL | \$166.8 | \$225.0 | \$293.5 | \$296.7 | \$293.2 | \$296.0 | \$1,571.2 |











Allocation of Revenue for Chapter 837/846 (HB 2718/SB 1716)

| (in millions) | FY 2020 | FY 2021 | FY 2022 | FY 2023 | FY 2024 | FY 2025 | TOTAL |
|--|---------|---------|---------|---------|---------|---------|-----------|
| Interstate 81 (Regional Fuel Tax) | \$55.0 | \$60.7 | \$61.3 | \$61.3 | \$61.2 | \$61.8 | \$361.3 |
| Interstate 81 (43.4%) | 48.5 | 71.3 | 100.8 | 102.1 | 100.7 | 101.6 | 525.0 |
| Northern Virginia Transportation Authority (8.4%) | 9.4 | 13.8 | 19.5 | 19.7 | 19.4 | 19.6 | 101.4 |
| Interstate 95 (17.3%) | 19.3 | 28.4 | 40.1 | 40.7 | 40.1 | 40.4 | 209.0 |
| Interstate 64 (11.7%) | 13.1 | 19.2 | 27.1 | 27.5 | 27.1 | 27.4 | 141.4 |
| Interstate Improvements (19.2%) | 21.5 | 31.7 | 44.8 | 45.4 | 44.7 | 45.1 | 233.2 |
| TOTAL | \$166.8 | \$225.0 | \$293.5 | \$296.7 | \$293.2 | \$296.0 | \$1,571.2 |

Ratio of the vehicle miles traveled by vehicles classified as Class 6 or higher by the Federal Highway Administration to the total vehicle miles traveled on all interstate highways in the Commonwealth by vehicles classified as Class 6 or higher by the Federal Highway Administration (2017 Data)











Truck Registration Fees

(58.1-697.2)

- Increases maintain Virginia's progressive fee structure
- Captures both in-state and interstate trucks through International Registration Plan
- Increases bring Virginia more in-line with other I-81 corridor states
- Fees for farm vehicles remain ½ of the fee for heavy trucks as of January 1, 2019

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2.1% Regional Fuels Tax (58.1-2295.1)

- Applies in Planning District Commissions in which Interstate 81 is located
 - PDCs 3, 4, 5, 6, and 7
- Functions the same as the regional fuels tax in Hampton Roads and Northern Virginia
- 100% of revenues are deposited in Interstate 81 Corridor Improvement Fund



Road Tax

(58.1-2701)

- Road Tax is a surcharge on diesel fuel paid by trucks through International Fuels Tax Agreement that—
 - Have two axles and weight greater than 26,000 pounds
 - Have three or more axles
 - Are combination vehicles with a weight greater than 26,000 pounds
- Current rate is \$0.035 per gallon

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Road Tax

(58.1-2701)

- Starting July 1, 2019 the rate will be \$0.01125 times the average fuel economy for heavy trucks
 - Current average mpg is 6
 - $-6 \times \$0.01125 = \0.0675 per gallon
 - An increase of \$0.0325 per gallon
- Starting July 1, 2020, rate will be \$0.0225 x average mpg
 - $6 \times \$0.0225 = \0.135 per gallon
 - An increase from current rates of \$0.10 per gallon



Diesel Tax

(58.1-2217.1)

- Amendments impose an additional diesel tax at the wholesale level of 2.03%
 - Results in an \$0.068 increase in diesel tax rate
- Starts July 1, 2021
- Includes the floor from HB2313 (2013)



Interstate 81 Corridor Improvement Fund and Program

(33.2-3601 and 33.2-3602)

- Moneys may only be used for capital, operating and other improvement costs identified in an adopted Interstate 81 Corridor Improvement Plan
- Board must, starting July 1, 2020, annually update and adopt the 81 Corridor Improvement Program
 - Must consult with Interstate 81 Committee and review their recommendations
 - Must report on status and effectiveness of projects

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Interstate 81 Corridor Report

(33.2-3602 D)

- Board must report to the General Assembly by December 15 each year on—
 - Safety and performance of Interstate 81
 - Assessment of effectiveness of the operational strategies and capital projects implemented through the Program
 - Status of projects funded through the Program
 - Current and projected balances of the Fund



Interstate 81 Committee

(33.2-3603)

- Board must establish Interstate 81 Committee
- 15 voting members and two ex-officio
 - 5 planning district commission chairs
 - 4 members of the House of Delegates
 - 3 members of the Senate
 - 3 CTB members from Bristol, Salem and Staunton
 - VDOT Commissioner and DRPT Director ex-officio
- Required to hold 4 public meetings each year

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Committee Members

| General Assembly Members: | Commonwealth Transportation Board Members: |
|--------------------------------------|--|
| Senator Bill Carrico, R-Grayson | F. Dixon Whitworth, Jr Staunton District |
| Senator John Edwards, D-Roanoke | Jerry Stinson – Bristol District |
| Senator Mark Obenshain, R-Rockingham | Raymond Smoot – Salem District |
| Delegate Terry Austin, R-Botetourt | Chairman, PDC's: |
| Delegate Chris Collins, R-Frederick | Mount Rogers Planning District Commission (PD3) - Chair: Tim |
| | Reeves |
| Delegate Chris Hurst, D-Blacksburg | New River Valley Regional Commission (PD4) - Chair: Michael |
| | Harvey |
| Delegate Tony Wilt, R-Rockingham | Roanoke Valley-Alleghany Regional Commission (PD5) - |
| | Commission Member: Bill Bestpitch |
| Ex-Officio Members: | Central Shenandoah Planning District Commission (PD6) - Chair: |
| | Frank Friedman |
| Stephen Brich, VDOT Commissioner | Northern Shenandoah Valley Regional Commission (PD7) - Chair: |
| | Dennis Morris |
| Jennifer Mitchell, DRPT Director | |



Interstate 81 Committee

(33.2-3603)

- Purpose is to provide advice and recommendations to the Board—
 - Development of the Program
 - Updates to the I-81 Corridor Improvement Plan
- Committee shall review the Interstate 81 Corridor Improvement Plan as it relates to project prioritization and funding options
 - Must report to the General Assembly and Governor by December 15, 2019 on recommendations

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Interstate 81 Corridor Improvement Plan

(33.2-3604)

- Requires the Board to regularly update the Plan and establishes requirements for such updates—
 - Needs assessment
 - Solutions identification
 - Prioritization of potential solutions
 - Incident management and truck parking
- Moneys in the Fund can only be used for items included in the Plan

